

**National Transportation Safety Board  
Washington, DC 20594**

**Brief of Accident**

**Adopted 09/17/2003**

DCA00MA026 File No. 14109	02/16/2000	RANCHO CORDOVA, CA	Aircraft Reg No. N8079U	Time (Local): 19:51 PST		
Make/Model:	Douglas / DC-8-71F			Fatal	Serious	Minor/None
Engine Make/Model:	CFM International / CFM56-2-C1		Crew	3	0	0
Aircraft Damage:	Destroyed		Pass	0	0	0
Number of Engines:	4					
Operating Certificate(s):	Flag Carrier/Domestic					
Name of Carrier:	EMERY WORLDWIDE AIRLINES INC					
Type of Flight Operation:	Non-scheduled; Domestic; Cargo					
Reg. Flight Conducted Under:	Part 121: Air Carrier					
Last Depart. Point: Same as Accident/Incident Location			Condition of Light: Night			
Destination: DAYTON, OH			Weather Info Src: Weather Observation Facility			
Airport Proximity: Off Airport/Airstrip			Basic Weather: Visual Conditions			
			Lowest Ceiling: 7000 Ft. AGL, Broken			
			Visibility: 10.00 SM			
			Wind Dir/Speed: Calm			
			Temperature (°C): 8			
			Precip/Obscuration: None			
Pilot-in-Command	Age: 43		Flight Time (Hours)			
Certificate(s)/Rating(s)			Total All Aircraft: 13329			
Airline Transport; Multi-engine Land; Single-engine Land;			Last 90 Days: 119			
Instrument Ratings			Total Make/Model: 2128			
			Total Instrument Time: UnK/Nr			

The Board's full report is available at <http://www.nts.gov/publictn/publictn.htm>.

On February 16, 2000, about 1951 Pacific standard time, Emery Worldwide Airlines, Inc., (Emery) flight 17, a McDonnell Douglas DC-8-71F (DC-8), N8079U, crashed in an automobile salvage yard shortly after takeoff, while attempting to return to Sacramento Mather Airport (MHR), Rancho Cordova, California, for an emergency landing. Emery flight 17 was operating under the provisions of 14 Code of Federal Regulations (CFR) Part 121 as a cargo flight from MHR to James M. Cox Dayton International Airport (DAY), Dayton, Ohio. The flight departed MHR about 1949, with two pilots and a flight engineer on board. The three flight crewmembers were killed, and the airplane was destroyed. Night visual meteorological conditions prevailed for the flight, which operated on an instrument flight rules (IFR) flight plan.

Brief of Accident (Continued)

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Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (C) MISCELLANEOUS,BOLT/NUT/FASTENER/CLAMP/SPRING - NOT SECURED
2. (C) MAINTENANCE,INSTALLATION - INADEQUATE
3. (C) MAINTENANCE,INSPECTION - INADEQUATE
4. (C) FLT CONTROL SYST,ELEVATOR TRIM/TAB CONTROL - DISCONNECTED
5. (C) FLT CONTROL SYST,ELEVATOR TRIM/TAB CONTROL - MOVEMENT RESTRICTED

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Occurrence #2: LOSS OF CONTROL - IN FLIGHT  
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

6. (C) AIRCRAFT CONTROL - RESTRICTED

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Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation: MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Findings

7. TERRAIN CONDITION - GROUND

Findings Legend: (C) = Cause, (F) = Factor

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The National Transportation Safety Board determines the probable cause(s) of this accident as follows.  
A loss of pitch control resulting from the disconnection of the right elevator control tab. The disconnection was caused by the failure to properly secure and inspect the attachment bolt.